

**Aviation Safety Investigation Report
199301077**

**Cessna Aircraft Company
Centurion**

25 April 1993

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number:	199301077	Occurrence Type:	Accident
Location:	Archerfield		
State:	QLD	Inv Category:	4
Date:	Sunday 25 April 1993		
Time:	1414 hours	Time Zone	EST
Highest Injury Level:	None		

Aircraft Manufacturer:	Cessna Aircraft Company		
Aircraft Model:	210K		
Aircraft Registration:	VH-NLB	Serial Number:	21059371
Type of Operation:	Instructional Dual		
Damage to Aircraft:	Substantial		
Departure Point:	Archerfield QLD		
Departure Time:			
Destination:	Archerfield QLD		

Approved for Release: Sunday, June 19, 1994

On selecting gear down, there was no green light indication in the cockpit and the landing gear motor continued to operate. The pilot noticed that both main gears were trailing. He was unable to retract or extend the landing gear by either the normal or emergency extension systems. The aircraft was landed in this configuration.

Investigation found that the retaining circlip in the hydraulic ram for the left main landing gear door had failed. This allowed the actuating ram to separate from it's housing and seal, causing the the loss of all hydraulic oil from the landing gear reservoir.

The cause for the circlip failure could not be determined.